



westonandsampson.com

WESTON & SAMPSON ENGINEERS, INC.
55 Walkers Brook Drive, Suite 100
Reading, MA 01867
tel: 978.532.1900

REPORT

June 2022

TOWN OF

Shrewsbury

MASSACHUSETTS

Massachusetts MS4 Permit Compliance
Street Design and Parking Lots Report

TABLE OF CONTENTS

ATTACHMENTS	1
1.0 INTRODUCTION	2
1.1 Regulatory Requirement	2
1.2 Applicable Regulatory Mechanisms and Assessment Procedure.....	2
2.0 REVIEW OF REGULATORY MECHANISMS	4
2.1 Category 1: Impervious Area Management – Streets	4
2.2 Category 2: Impervious Area Management – Driveways	5
2.3 Category 3: Impervious Area Management – Sidewalks.....	5
2.4 Category 4: Impervious Area Management – Parking Lots.....	6
2.5 Category 5: Vegetation and Landscaping/Limits of Disturbance	7
3.0 RECOMMENDED REGULATORY UPDATES	9
3.1 Updates to Zoning Bylaw/Ordinance	9
3.2 Updates to Subdivision Rules & Regulations.....	9
4.0 IMPLEMENTATION TIMEFRAMES FOR REGULATORY UPDATES	11

ATTACHMENTS

Attachment A – Regulatory Review Matrix

1.0 INTRODUCTION

1.1 Regulatory Requirement

The 2016 Massachusetts Municipal Separate Storm Sewer Systems (MS4) General Permit, which came into effect on July 1, 2018, regulates discharges from small MS4s to waters of the United States. The Permit requires MS4 operators to develop, implement, and enforce a stormwater management program (SWMP). The purpose of the SWMP is to reduce the discharge of pollutants from the MS4 to the maximum extent practicable, to protect water quality, and to satisfy the applicable water quality requirements of the Clean Water Act. MS4 operators must implement various Best Management Practices (BMPs) for each of the following six minimum control measures:

- Public Education and Outreach
- Public Participation/Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Stormwater Management in New Development and Redevelopment (Post-Construction Stormwater Management)
- Good Housekeeping and Pollution Prevention for Municipal Operations

As part of the minimum control measure for Post-Construction Stormwater Management, Section 2.3.6 of the 2016 MS4 Permit requires regulated communities to assess current street design and parking lot guidelines and other local requirements that affect the creation of impervious cover, and to summarize those findings in a report. The purpose of this exercise is to determine if changes to existing design standards can be made to support low impact design options and, where appropriate, propose recommendations and proposed schedules to incorporate policies and standards into the relevant regulatory mechanisms to minimize impervious cover in parking areas and street designs.

The Town of Shrewsbury shall implement recommendations included in this report in the specified timeframe, where recommendations are feasible and where the timeframe outlined is sufficient. The status of this assessment and any planned or completed changes to the relevant regulatory mechanisms shall be reported in each MS4 annual report.

1.2 Applicable Regulatory Mechanisms and Assessment Procedure

The following bylaws, rules and regulations, policies, and/or design standards address the creation of impervious cover in Shrewsbury:

- Zoning Bylaw
- Rules and Regulations Governing the Subdivision of Land (Subdivision Rules & Regulations)
- Stormwater Management Rules & Regulations

Additionally, the Town's Stormwater Management Rules & Regulations were reviewed but found not to include any relevant language relating to the creation of impervious cover in Shrewsbury. Each regulatory mechanism listed above was reviewed using the matrix included in Attachment A. The mechanisms were reviewed using a list of key questions in five categories, and the degree to which each mechanism addresses a key question was rated as Conventional, Better, or Best using a

system based on the Local Bylaw and Regulation Assessment Tool developed by MassAudubon¹. The definition for each rating is as follows:

- Conventional: The key question is not addressed, or no flexibility is allowed in design requirements.
- Better: The key question is addressed, and some flexibility is allowed in design requirements, usually by special permit. LID design practices and green infrastructure are encouraged but not required.
- Best: The key question is addressed, and flexibility in design is allowed by-right. LID practices and green infrastructure are required or incentivized.

The results of this analysis are summarized in Section 2.0. Recommended updates to the assessed regulatory mechanisms are included in Section 3.0, and a proposed timeline for implementing those updates is presented in Section 4.0.

¹ Supporting LID in Your Community, Local Bylaw and Regulation Assessment Tool, MassAudubon, 2017. <https://www.epa.gov/npdes-permits/stormwater-tools-new-england#pcsm>

2.0 REVIEW OF REGULATORY MECHANISMS

The matrix included in Attachment A was used to review how Shrewsbury's regulatory mechanisms and design standards address the creation of impervious cover in Town in the following categories:

- Impervious Area Management – Streets
- Impervious Area Management – Driveways
- Impervious Area Management – Sidewalks
- Impervious Area Management – Parking Lots
- Vegetation and Landscaping/Limits of Disturbance

This section summarizes the results of the analysis for each category.

2.1 Category 1: Impervious Area Management – Streets

Category 1 includes key questions such as the minimum roadway widths in Shrewsbury, required right-of-way widths, and the minimum and/or maximum cul-de-sac diameter.

The roadway design standards for the Town are specified in Section IV. Design Standards, in the Subdivision Rules and Regulations.

Minimum Residential and Non-Residential Roadway Width & Determinant

This section was rated “conventional” due to the major and minor categories for roadways with no flexibility in applying the design standards set forth in the Subdivision Rules & Regulations.

Road Right-of-Way Width

This section was rated “conventional” due to the 50-foot right-of-way specification in the Subdivision Rules & Regulations.

Road Right-of-Way Allowable Usage

This section was rated “conventional” because road right-of-way allowable usage is not mentioned in any of the Town's current regulatory mechanisms.

Allowable Dead End Street Design

This section was rated “conventional” due to specified design standards for dead end streets including maximum length and minimum turnaround diameter. Section IV. in the Subdivision Rules & Regulations states that “dead-end streets shall not be longer than 600 feet unless, in the opinion of the Board, a greater length is necessitated by topography or other local conditions.” Section IV. also states “dead-end streets shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 100 feet, and a property line diameter of at least 120 feet.” The Subdivision Rules & Regulations does not mention island or center landscaping with bioretention for dead end streets.

Curb Cuts/Flush Cuts

This section was rated “conventional” due to granite curbing required to be installed on both sides of the roadway in the Subdivision Rules & Regulations. The Subdivision Rules & Regulations does not explicitly allow or prohibit curb cuts around stormwater management areas.

2.2 Category 2: Impervious Area Management – Driveways

Category 2 includes key questions such as minimum and/or maximum driveway widths, required front yard setbacks, and whether or not shared driveways are allowed in the Town of Shrewsbury.

The driveway design standards for the Town are specified in Section IV. Design Standards in the Subdivision Rules & Regulations and in the Zoning Bylaws.

Required Minimum Driveway Width

This section was rated “conventional” because there is no flexibility in the minimum and maximum driveway widths at the street line in the Subdivision Rules & Regulations. There is also no flexibility in the minimum driveway width for common driveways in the Zoning Bylaws.

Ability to Reduce Minimum Driveway Width

This section was rated “conventional” because there is no flexibility in the driveway width standards in the Subdivision Rules & Regulations. There is also no flexibility in reducing common driveway widths in the Zoning Bylaws.

Required Front Yard Setback

This section was rated “conventional” because there is no flexibility in the minimum front yard setbacks in the Zoning Bylaws. In the Zoning Bylaws, minimum front yard setbacks are specified for Inclusionary Housing in Section VII. K, Lakeway Overlay District in Section VII. M, the North Route 20 Overlay District in Section VII. N, Edgemere Village Overlay District in Section VII. O, Flexible Development Overlay District in Section VII. P, Planned Residential Developments in Section VII. Q, and for the Town Center District in Section VII. U.

Two-Track Design

This section was rated “conventional” because there is no flexibility in the design standards. The Subdivision Rules & Regulations state that “each lot shall have only one driveway opening for each length of frontage required by the zoning bylaw.”

Shared Driveways

This section was rated “better” because a maximum of three residential units are allowed per common driveway as specified in Section VII. L, Common Driveways, in the Zoning Bylaws. The use of permeable pavers or pavement is not mentioned in the Zoning Bylaws for common driveways.

2.3 Category 3: Impervious Area Management – Sidewalks

Category 3 includes key questions such as sidewalk placement requirements, minimum sidewalk widths, and allowable sidewalk materials in the Town of Shrewsbury.

The sidewalk design standards for the Town are specified in Section IV. Design Standards in the Subdivision Rules & Regulations.

Sidewalk Placement Requirements

This section was rated “conventional” because sidewalks and grassplots are required on both sides of all new subdivision streets, as specified in the Subdivision Rules & Regulations. The space between the sidewalk and the street is required to have grass.

Sidewalk Width

This section was rated “conventional” because there is no flexibility in the five-foot required minimum width for sidewalks and six-foot required width for grassplots in the Subdivision Rules & Regulations.

Sidewalk Material

This section was rated as “conventional” because sidewalk material is not mentioned in any of the Town’s current regulatory mechanisms.

2.4 Category 4: Impervious Area Management – Parking Lots

Category 4 includes key questions such as required parking ratios, required parking space dimensions, and whether landscaping is required in parking lot designs in the Town of Shrewsbury.

The parking lot design standards for the Town are specified in the Zoning Bylaws. Section VII, Development of Sites and Location of Buildings and Structures, states the off-street parking requirements for each use.

Required Parking Ratios

This section was rated “conventional” because Section VII. D, Off-Street Parking and Loading Areas, of the Zoning Bylaws specifies the amount of parking spaces that are required for different residential, commercial, and industrial uses with no or limited flexibility to reduce the minimums based on street or other available parking or transit.

Allowable Off-Street Parking for Commercial and Mixed Uses

This section was rated “conventional” because off-street parking is required for all uses in the Town’s Zoning Bylaws. The number of commercial/mixed use parking spaces are specified in Section VII. D, Off-Street Parking and Loading Areas.

Off-Site Parking Distance Limit

This section was rated “conventional” because off-street parking is required to be located on the same lot, as specified in the Zoning Bylaws. Section VII. D, Off-Street Parking and Loading Areas states “subject to a Special Permit from the Planning Board unenclosed parking spaces may be located remote from the site, but within 200 feet therefrom.

Ability to Reduce Parking Requirements Where Public Transportation is Available

This section was rated “conventional” because the ability to reduce parking requirements is not mentioned in any of the Town’s current regulatory mechanisms.

Other Ability to Reduce Parking Ratios

This section was rated “conventional” because the ability to reduce parking ratios is not mentioned in any of the Town’s current regulatory mechanisms.

Current Required Parking Space Dimensions

This section was rated “conventional” because there is no flexibility in the parking space dimensions in the Zoning Bylaws. Parking spaces must have a minimum width of 9 feet and a minimum depth of 19 feet for 90-degree parking and 22 feet for parallel parking.

Shared Parking Agreements

This section was rated “better” because the Zoning Bylaws states “all required parking spaces shall be located on the same lot as the use with which such spaces are connected except that two or

more businesses may jointly provide the required spaces on one or more of their lots contiguous to each other.”

Model Shared Parking Agreement

This section was rated “conventional” because a model shared parking agreement is not provided in any of the Town’s current regulatory mechanisms.

Drive Aisle Dimensions

This section was rated “conventional” because there is no flexibility in the required 24-foot aisle width for two-way circulation, as stated in the Zoning Bylaws.

Allowable Parking Lot Materials

This section was rated “conventional” because the use of structural permeable pavement in parking lots is not mentioned in any of the Town’s current regulatory mechanisms. Parking lot material is not specified in the Zoning Bylaws.

Spillover Paving Materials

This section was rated “conventional” because spillover paving is not mentioned in any of the Town’s current regulatory mechanisms.

Required Landscaping in Parking Lots

This section was rated “better” because the Zoning Bylaws require portions of parking areas not used for parking spaces to be landscaped and landscape buffer strips between a parking area and the road. Section VII. D, Off-Street Parking and Loading Areas states “a landscape buffer strip at least 15 feet wide, continuous except for approved driveways, shall be provided adjacent to public ways. The buffer strip shall be planted with grass, low shrubs, and shade trees with a minimum two-inch caliper, with one tree planted for every 50 feet of road frontage. Along other property lines, there shall be provided a landscaped strip at least five feet in width, planted with grass, low shrubs, and shade trees with a minimum two-inch caliper, with one tree planted for every 50 feet of perimeter length.” This section also requires that “for parking lots containing 25 or more spaces, a minimum of 5% of the interior of the lot shall be maintained with landscaping. The total amount of landscaping shall be separated into smaller areas to break up the expanse of pavement.”

2.5 Category 5: Vegetation and Landscaping/Limits of Disturbance

Category 5 includes key questions such as whether stormwater practices are allowed to be incorporated into required landscape areas and if there are minimum yard sizes in place for various uses in the Town of Shrewsbury.

The vegetation and landscaping design standards for the Town are specified in the Subdivision Rules & Regulations and the Zoning Bylaws.

Vegetated Stormwater Practices in Landscape Areas (Buffer Strips, Landscape Islands, etc.)

This section was rated “conventional” because vegetated stormwater practices in landscaped areas are not mentioned in the Town’s current regulatory mechanisms.

Roof Runoff Requirements

This section was rated “best” because the Zoning Bylaws state “any single family or two-family dwelling permitted in the underlying zoning district with an impervious area exceeding 15% of the lot area or 2,500 square feet provided that stormwater runoff must be artificially recharged into the

aquifer. This may be done through such methods as dry wells, infiltration trenches, retention basins, etc.” This requirement applies to Zones 2 and 3 in Shrewsbury.

Maximum and Minimum Yard Sizes for Various Uses

This section was rated “conventional” because minimum yard sizes for front, side, and rear yards are specified in Section VII. J, Cluster Development in the Zoning Bylaws. Front yards shall have a minimum average of 24 feet and no front yard shall be less than 18 feet. The Zoning Bylaws states “side yards shall be a minimum of 10 feet each.” It is also required that “rear yards shall be a minimum of 30 feet”. These requirements apply to cluster developments within Shrewsbury. A cluster development is defined as “a division of land into lots, used, or available for use, as building sites where said lots are clustered together into one or more groups, separated from adjacent property and other groups of lots by intervening ‘common’ land.”

Vegetated Stormwater BMPs in Setbacks

This section was rated “conventional” because vegetated BMPs in setbacks are not mentioned in the Town’s current regulatory mechanisms.

3.0 RECOMMENDED REGULATORY UPDATES

This section includes recommended regulatory updates identified as a result of the analysis summarized in Section 2.0. The recommended language will update Shrewsbury's regulatory mechanisms to meet the following goals:

- Promote efficient, compact development patterns and infill;
- Promote smart designs for streets and parking lots that reduce overall impervious area and directly connected impervious area²; and
- Support low impact design options³.

The updates recommended in this section will be implemented in the timeframes included in Section 4.0.

3.1 Updates to Zoning Bylaw/Ordinance

Section VII. D, Off-Street Parking and Loading Areas should be updated to establish maximum parking spaces allowed, allow the use of structural permeable pavement, to allow flexibility to reduce parking requirements based on street, other available parking, or transit, and to explicitly allow LID/bioretenention in required landscape areas within parking areas.

Section VII, Development of Sites and Location of Buildings and Structures, should be updated to count bioretention and other vegetation LID features towards site landscaping and open space requirements.

3.2 Updates to Subdivision Rules & Regulations

Section IV. A, Streets, should be updated to allow for flexibility in reducing road width and road right-of-way widths. This section should also recommend the use of alternative, permeable materials for low traffic, secondary, emergency access, and all shoulders. The dead-end street design standard should be updated to allow minimized end radii, a hammerhead turnaround or other alternatives.

Section V. B, Street and Roadway, should be updated to state that roadside swales are preferred over closed drainage systems. This section should also be updated to explicitly allow curb cuts near landscaped areas to allow stormwater to flow directly into LID/bioretenention areas.

Section IV. M, Driveways and Openings should be updated to allow flexibility in reducing the minimum driveway width, front yard setbacks, and to encourage the use of permeable pavers or pavement for driveways.

² Directly connected impervious area (DCIA), or effective impervious area, is the portion of impervious cover that creates a direct conveyance of stormwater to a storm drain or waterway.

³ Low impact development (LID) is defined by EPA as a management approach and set of practices that can reduce runoff and pollutant loadings by managing stormwater runoff as close to its source(s) as possible and promoting the use of natural systems to manage stormwater by infiltration, evapotranspiration, and rainwater harvesting/reuse.

Section IV. B, Sidewalks and Grass Plots should be updated to allow for flexibility in reducing sidewalk and walking path width and to encourage the use of permeable or pervious pavement for sidewalks.

4.0 IMPLEMENTATION TIMEFRAMES FOR REGULATORY UPDATES

Under Section 2.3.6.b. of the 2016 Massachusetts MS4 Permit, the Town of Shrewsbury shall implement all recommended updates to their regulatory mechanisms included in this report in the timeframes outlined in this section. The timeframes reflect the regular meeting schedule of the relevant Town departments and boards, and consider any other planned updates to the regulatory mechanisms. Implementation timeframes for the recommended updates to each document are summarized in Table 4.1.

Table 4.1: Implementation Timeframes for Regulatory Updates					
Regulatory Mechanism	Appropriate Review Board	Complete First Draft of Updates	Complete Internal Review	Present Updates to Appropriate Review Board	Adopt Proposed Changes
Zoning Bylaw	Zoning Board of Appeals	Spring 2023	Fall 2023	Spring 2024	Fall 2024
Subdivision Rules & Regulations	Planning Board	Spring 2023	Fall 2023	Spring 2024	Fall 2024

STREET DESIGN AND PARKING LOTS REPORT

ATTACHMENT A REGULATORY REVIEW MATRIX

Town of Shrewsbury M54 Permit Compliance Street Design and Parking Lots Report - Regulatory Review Matrix								
Key Question	Section Reference	Zoning Bylaw		Subdivision Rules & Regulations		Stormwater/LID Bylaw/Rules and Regs		Score - See Next Tab
		Language	Section Reference	Language	Section Reference	Language		
Category 1: Impervious Area Management - Streets								
Minimum residential roadway width & determinant		Not mentioned.	Section IV 2	The minimum width of pavement shall be 26 feet for through streets and 22 feet for dead end streets where there is no possibility for future expansion.		Not mentioned.	Conventional	
Minimum non-residential and mixed-use roadway pavement widths & determinants		Not mentioned.	Section IV 2	The minimum width of pavement shall be 26 feet for through streets.		Not mentioned.	Conventional	
Road right-of-way widths		Not mentioned.	Section IV 2	Minimum width shall be fifty (50) feet.		Not mentioned.	Conventional	
Road right-of-way allowable usage		Not mentioned.		Not mentioned.		Not mentioned.	Conventional	
Turnarounds for dead end streets - are various designs allowed?		Not mentioned.	Section IV A 4	Dead-end streets shall be provided at the closed end with a turnaround. Consideration will be given to other forms of turnaround.		Not mentioned.	Conventional	
Minimum/maximum cul-de-sac diameter - are islands allowed?		Not mentioned.	Section IV A 4	Dead-end streets shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 100 feet.		Not mentioned.	Conventional	
Use of curb cuts/flush curbs allowed		Not mentioned.	Section V B 6	Vertical granite curbing, type VB, shall be installed on both sides of the roadway in conformance with Massachusetts Department of Transportation Standard Specifications for Highways and Bridges.		Not mentioned.	Conventional	
Category 2: Impervious Area Management - Driveways								
Required minimum driveway width		Not mentioned.	Section IV M	Driveway openings shall not be less than 10 feet and no greater than 20 feet in width at the front property line.		Not mentioned.	Conventional	
Ability to reduce minimum driveway width		Not mentioned.		Not mentioned.		Not mentioned.	Conventional	
Required front yard setback		Not mentioned.		Not mentioned.		Not mentioned.	Conventional	
Two-track design allowed?		Not mentioned.	Section IV M	Each lot shall have only one driveway opening for each length of frontage required by the zoning bylaw.		Not mentioned.	Conventional	
Shared driveways allowed?		Yes, allowed. Up to three residential units per common driveway.		Not mentioned.		Not mentioned.	Better	
Category 3: Impervious Area Management - Sidewalks								
Requirements for sidewalk placement (ie, are sidewalks required on both sides of the street?)		Not mentioned.	Section IV B	Sidewalks and grassplots shall be provided on both sides of all new subdivision roads.		Not mentioned.	Conventional	
Minimum width (probably 4' for ADA compliance)		Not mentioned.	Section IV B	5 foot wide sidewalk and 6 foot wide grassplot		Not mentioned.	Conventional	
Are permeable/pervious sidewalks allowed?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional	

Town of Shrewsbury MS4 Permit Compliance Street Design and Parking Lots Report - Regulatory Review Matrix							
Key Question	Zoning Bylaw		Subdivision Rules & Regulations		Stormwater/LID Bylaw/Rules and Regs		Score - See Next Tab
	Section Reference	Language	Section Reference	Language	Section Reference	Language	
Category 4: Impervious Area Management - Parking Lots							
		Dwellings and apartments: 1 1/2 parking spaces. Permitted home occupations and professional offices: 1 parking spot for each 40 sq ft of building floor area. Places of public assembly: 1 parking space for each three seats, 1 space for each sixty inches of bleachers or benches, 1 space for every two employees. Schools: 1 parking space for each classroom or 1 parking space for every 3 seats in the auditorium (whichever is greater), high schools should additionally have 1 parking space for every 2 students enrolled. Hotels, motels, and places with overnight accommodations: 1 parking space for each room accommodation plus 1 space for every 2 employees. Hospitals, sanitariums, convalescent or nursing homes, retirement communities: 1 parking space for every 2 beds plus 1 space for every 2 employees, for retirement homes 1 parking space for every 4 beds and 1 space for every 2 employees. Medical or dental office: 1 space for each 200 sq ft of gross floor area. Theaters, clubs, places of assembly, amusement and recreation: 1 parking space for each 4 seats plus 1 space for each 2 employees. Retail stores and personal service shops: 1 parking space for each 250 sq ft of gross floor area exclusive of basement storage, structures with a gross floor area over 500,000 sq ft will provide 1 parking space for each 240 sq ft of gross floor area, home furnishing stores with large amounts of showroom space shall provide 1 parking space for each 350 sq ft of gross floor area, retail stores that also provide fast food or take-out service shall provide an additional 5 spaces for each interior take-out station, car washes and similar facilities that provide service to customers in vehicles in queues shall provide a vehicle storage lane for storing 10 vehicles per station. Restaurants, lounges, bars, night clubs and meeting rooms: 2.5 parking spaces for each 4 seating capacity, food court areas shall provide 1 parking space for each 240 sq ft of gross floor area devoted to food preparation and seating, fast food restaurants or other places for serving food not confined to service within the structure shall provide 2.5 parking spaces for each 4 seats plus 5 parking spaces for each interior takeout station and a vehicle storage lane shall be provided for storing 10 vehicles for each drive up window. Offices: 1 parking space for each 400 sq ft of gross floor area, plus space for company vehicles, visitors. Warehouses: 1 parking space for each 1500 sq ft of gross floor area. Banks and banking machines: 4 spaces for each interior teller window and each interior service desk, vehicle storage lane shall be provided for each vehicular automatic teller machine and exterior service window providing storage for 6 vehicles, 3 spaces shall be provided for each automatic teller machine not accessible from a vehicle, isolated banking machines accessible from a vehicle shall have vehicle storage lane for 6 vehicles. Day care centers: 1.5 parking spaces per classroom or 1 parking space for every 2 employees (whichever is greater), plus short term parking for one vehicle for every 10 children or vehicle storage lane. Self-service storage: 1 space for every 100 storage cubicles (single story facility), 2 spaces for every 100 storage cubicles (multi-storied facilities).					
Current required parking ratios	D. Off Street Parking and Loading Areas: 2.			Not mentioned.		Not mentioned.	Conventional
Allowable off-street parking for commercial/mixed uses?	D. Off Street Parking and Loading Areas: 3.	Yes, allowed.		Not mentioned.		Not mentioned.	Conventional
Off-site parking distance limit	D. Off Street Parking and Loading Areas: 3.	Subject to a Special Permit from the Planning Board unenclosed parking spaces may be located remote from the site but within 200 ft therefrom.		Not mentioned.		Not mentioned.	Conventional
Potential to reduce parking requirements where public transportation is available?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional
Other ability to reduce parking ratios?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional
Current required parking space dimensions	D. Off Street Parking and Loading Areas: 3.	Space width: min of 9ft. Space depth: min 19 ft for 90 degree parking and 22 ft for parallel parking.		Not mentioned.		Not mentioned.	Conventional
Allow for shared parking agreements	D. Off Street Parking and Loading Areas: 3.	All required parking spaces shall be located on the same lot as the use with which such spaces are connected except that 2 or more businesses may jointly provide the required spaces on 1 or more of their lots contiguous to each other.		Not mentioned.		Not mentioned.	Better
Provide a model shared parking agreement		Not mentioned.		Not mentioned.		Not mentioned.	Conventional
Current required drive aisle dimensions	D. Off Street Parking and Loading Areas: 3.	Aisle width: 24 ft for two way circulation.		Not mentioned.		Not mentioned.	Conventional
Ability to reduce minimum drive aisle width	D. Off Street Parking and Loading Areas: 3.	No		Not mentioned.		Not mentioned.	Conventional
Is the use of structural permeable pavement allowed?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional
Is spillover parking allowed to be impervious?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional
Required landscaping in parking lots?	D. Off Street Parking and Loading Areas: 3.	A landscape buffer strip at least 15 ft wide, continuous except for approved driveways, shall be provided adjacent to public ways. The buffer strip shall be planted with grass, low shrubs, and shade trees with a min 2" caliper, with one tree planted for every 50 ft of road frontage. Along other property lines, there shall be provided a landscaped strip at least 5 ft in width, planted with grass, low shrubs, and shade trees with a min 2" diameter caliper, with one tree planted for every 50 ft of perimeter length. For parking lots containing 25 or more spaces, a min of 5% of the interior of the lot shall be maintained with landscaping. The total amount of landscaping shall be separated into smaller areas to break up the expanse of pavement.		Not mentioned.		Not mentioned.	Better
Category 5: Vegetation and Landscaping/Limits of Disturbance							
Are vegetated stormwater practices allowed/required to be incorporated into required landscape areas (buffer strips, landscape islands, etc)		Not mentioned.	Section V G	Street trees shall be planted one for every 50 ft of road frontage.		Not mentioned.	Conventional
Is roof runoff required to be routed to pervious areas or dry wells?	Section 3	Any single family or two family dwelling permitted in the underlying zoning district with an impervious area exceeding 15% of the lot area or 2,500 sq ft provided that stormwater runoff must be artificially recharged into the aquifer. This may be done through such methods as dry wells, infiltration trenches, retention basins, etc.		Not mentioned.		Not mentioned.	Best
Are maximum and minimum yard sizes in place for various uses?	Table II on page 64	Front yard: min = 24 ft cannot be less than 18 ft. Side yards: min of 10 ft each. Rear yards: min of 30 ft		Not mentioned.		Not mentioned.	Conventional
Are vegetated stormwater BMPs allowed in setbacks?		Not mentioned.		Not mentioned.		Not mentioned.	Conventional